

THE CAPE WEEKLY TRIBUNE

AND THE CAPE COUNTY HERALD

Every Friday by
THE CAPE GIRARDEAU PUBLISHING COMPANY.

JAMES P. WHITESIDE, Editor.

ONE DOLLAR PER YEAR IN ADVANCE

THE FRISCO'S CRUDE CAMPAIGN.

If railroads in Missouri expect to induce this State to increase the passenger and freight rates by harassing the people, they are going to be disappointed.

The Frisco Railroad, which discontinued a train from this city to Poplar Bluff a few months ago, yesterday issued orders to discontinue the Blytheville service. This will work a hardship upon the merchants of Cape Girardeau and will drive Southeast Missouri trade from this city to Cairo and St. Louis.

The excuse for the Frisco's action is "no business." The early part of 1915 was disastrous to business everywhere. But Missouri, and especially this section of the State, has produced the biggest crop in a generation. And just as this city is on the brink of harvesting its prorata of this revenue, the avenue through which it must come, is closed.

This movement to increase the railroad rates is on a level with the schemes of railroadmen of a few years ago, and which are responsible for the financial condition of railroads today. The Frisco is making a lumbering blunder in its effort to rush through a new schedule of rates.

This railroad has used Cape Girardeau for a footstool at every opportunity, because it believes the people of this city are compelled to patronize this road and only this road. The Iron Mountain is only ten miles away. If the Frisco has decided to furnish this city with a one-horse service, the business men owe it to themselves to divide their business.

It is about time for Cape Girardeau to inform the Frisco and its officials that this city is not in the whistling-station class.

THE FALL OF WARSAW.

The fall of Warsaw either means much to the Germans or nothing to any of the belligerents. The capture of the city, of course, has its advantages to the Kaiser's army, but the value of the victory will be measured by the Russians captured.

If the Germans are successful in their efforts to round up the great Slav army now fleeing from the Polish capital, the victory will be of immense importance.

Possession of the forts that passed into German hands with the capture of Warsaw will be worth much to the Teutonic forces. These are the strongest fortifications in all of the Czar's domain. But the capture of the big army will be far more important than the fall of Warsaw and her forts.

If the fleeing Russian army, estimated at more than 2,000,000 men, is captured, it will surely eliminate the Czar as a factor in this war. The effect of such a loss would discourage the Russian people, if not the whole military organization in Russia.

If the Czar's army, which is fleeing from Von Hindenberg and Von Mackensen, escapes, Germany will not be free of trouble from Russia. Of course it will be difficult for the Slavs to make any material progress, but they will still be able to annoy.

But if Germany can skim the situation of the scum of the Slavonic millions, she can send an army into France which would be difficult for the Allies to overcome.

THE NEED OF A FIRE DEPARTMENT.

The conflagration Sunday night, which destroyed the Phillips Lumber Company, showed how inadequate the fire-fighting facilities of this city are. The plant was in ruins before the department arrived, and had a high wind been blowing, several other buildings would have been destroyed.

There is probably no city in Missouri so helpless when confronted by fire as is Cape Girardeau. An automobile engine would not only make it possible for the firemen to get to the scene of a conflagration quickly, but it would insure them water pressure when they attempted to quench the flames.

The men who fought the blaze at the Phillips lumber plant Sunday night had neither speed in getting to the scene nor water power after they arrived. It was a burlesque fire-fighting exhibition.

As we have said repeatedly, Cape Girardeau has been blessed with good luck. Only the fact that this city has been without disastrous fires has prevented it from staggering losses.

Next in importance to the hose is the engine. In a city which possesses but a small equipment, that ought to be of the best. Cape Girardeauans use automobiles for pleasure, but where they are a positive necessity, we rely upon a team of horses and a go-cart.

Some day this city will be confronted with a real fire—one in the heart of the city and under unfavorable conditions. And the loss will be of such dimensions that the people will realize the need of fire protection.

HOMEMADE PROSPERITY.

Against the farmers of the United States no charges of disregarding the obligation of strict neutrality will be made by the most excited partisans because of the enormous harvest in sight. Huge crops will not expose them to the penalty of being attacked by moralists for engaging in a criminal industry. Their consciences are clear, and their pockets will soon be overflowing.

A billion-bushel wheat crop and corn and oats crops that promise to come near breaking previous records belong naturally to the normal prosperity of this country. Upon the railroads, upon industry and trade and upon business everywhere the effect is bound to be healthy and stimulating. In its mad craze for gambling in "war-order" stocks Wall street has again suddenly had its eyes opened to the real sources of wealth of the United States.

If Europe were at peace, if war munitions factories were not running full blast on emergency orders, if the world had not been plunged into an orgy of bloodshed and self-destruction, the farmers of the United States would still have filled the grain elevators, taxed the resources of the railroads and kept the wheels of industry spinning from coast to coast. This is not war-made prosperity, but prosperity of the old American kind.—St. Louis Post-Dispatch.

KILL THE FRISCO SCHEME.

The Commercial Club is moving in the right direction in planning to oppose the Frisco Railroad's determination to punish Cape Girardeau and at the same time carry out its idiotic scheme to get an advancement in rates.

The Frisco Railroad is getting back into a practice which every enlightened railroad is endeavoring to get away from. But the mistake Cape Girardeau made was its failure to vigorously protest the cancellation of the Poplar Bluff train. There was no excuse for this action, except to create sentiment in favor of a three-cent fare.

And when the Frisco discovered that it could do about as it pleased with Cape Girardeau, it arranged to take off another train. The question now uppermost in the minds of the people, is: What would the Frisco do if this city remained asleep?

THE C. G. & N. REMONSTRANCE.

The remonstrance, filed by the Cape Girardeau & Northern Railway against the plan to improve Merriwether street, does not contain a sufficient number of signatures to make it effective. What can be the object of a scheme so futile as this?

The Cape Girardeau & Northern has never been an asset to this city. It is but an imitation railroad and when its management attempts to make old fogies out of the people, they simply make a joke of themselves.

C. G. N. PROTEST IS FILED IN COUNCIL

Few Property Owners Ask That Merriwether Street Be Not Improved.

A petition to the City Council remonstrating against the proposed improvement of Merriwether street from Aquamsi street to Sprigg street yesterday afternoon was filed with City Clerk Frissell. It was filed from the office of Chris Betten, auditor of the Cape Girardeau & Northern railway company, which is openly contesting the improvement, and contains the names of eleven signers.

The signers represent themselves as owning a total of approximately 2127 front feet on Merriwether street in the district to be affected by the proposed improvement.

In order for the remonstrance to be of any force in upholding the improvement work, the names of resident property owners in the district to be affected who combined, hold a majority of front feet must be obtained.

When told of the remonstrance that had been filed, Mayor Kage yesterday afternoon declared that he understood the backers of the paper admitted they had not secured sufficient signers to obtain their end. The matter will come before the Council and probably be referred to Senator Thomas F. Lane, who is in charge of the work in drawing up ordinances to bring about the improvement work.

It will be determined if the remonstrance is sufficiently weighty to be effective. That Chris Betten was working to stop the improvement of Merriwether street became known a few days ago when it was declared that those who canvassed for the remonstrance were telling property owners the railroad would sue them for damages to pay for a bridge the road would be forced to construct over the street in the event that the improvement was accomplished.

The following is the remonstrance in full:

To the Honorable Mayor and members of the City Council of the City of Cape Girardeau, Missouri:

We, the undersigned, respectfully state that we, each and all of us, are residents of the City of Cape Girardeau, Missouri, and, at the date of the passage of the resolution herein-after mentioned, owned, and still own, real estate fronting and abutting on that part of Merriwether street from the west property line of Aquamsi street to the east property line of Sprigg street, being that part of Merriwether street mentioned and described in the resolution of your Honorable body, the City Council of the City of Cape Girardeau, purporting to have been passed and adopted at a meeting of said City Council on July 19, 1915, entitled:

"Resolution—Declaring it necessary to improve that part of Merriwether street from the west property line of Aquamsi street to the east property line of Sprigg street, by changing the grade from the established grade known as the Gonner grade to the proposed new grade called the Stiver grade; and by grading and paving with concrete and constructing granite curbs and gutters on said part of Merriwether street where none has been heretofore constructed."

The number of feet of property owned by us, fronting and abutting on the above described part of said Merriwether street, is set opposite our respective signatures below.

And, as such property owners and residents of said city, we do hereby object, remonstrate and protest against the resolution aforesaid, and against each and every section and provision thereof, and against the making or carrying out of any of the changes and improvements in said Merriwether street as set forth and proposed in said resolution.

Witness our signatures this 7th day of August, 1915.

William Willeke, owner of 130 feet, fronting on south line of Merriwether street.

Mrs. Agnes Schmidt and Mrs. Adam Belz, 90.875 feet front on south line of Merriwether street.

Aurelia Haas, per Anton Haas, owner of 4 1/2 feet, fronting on south line of Merriwether street.

C. E. Mayer, owner of 180.435 feet, fronting on north line of Merriwether street.

Roth Tobacco Co., by E. W. Flentz, president, owner of 180.435 feet fronting on south line of Merriwether street.

J. M. Morrison, trustee for Lawrence Morrison, owner of 59 feet, fronting on north line of Merriwether street.

Will Bauman, owner of 50 feet fronting on north line of Merriwether street.

Henry Wolter, owner of 38 1/2 feet fronting on south line of Merriwether street.

J. H. Stratman, owner of 130 feet,

NOTE OF \$100,000 C. G. N. CAN'T PAY WILL BE SOLD

Mississippi Valley Trust Company Advertisises Sale at Auction Aug. 18

SAYS CAPE RAILROAD DEFAULTED ON NOTE

Loans Was Secured By Gold Bonds, the Par Value of Which Is \$250,000.

The Mississippi Valley Trust Company of St. Louis has served notice upon the Cape Girardeau & Northern Railway Company of this city, that it will sell at auction on August 18, a note for \$100,000, signed by the officers of the railroad company, and secured by first mortgage gold bonds in the sum of \$250,000.

The sale is advertised to be held at the Court House in the city of St. Louis, and is authorized by W. G. Lackey, vice president of the Mississippi Valley Trust Company.

The note was executed by the Cape Girardeau & Northern Railroad on March 17, 1914. It was made payable upon demand. The trust company, the advertisement says, made a demand for the money, but the railroad company defaulted.

The gold bonds, with a par value of \$250,000, were issued in Cape Girardeau, Feb. 1, 1913.

The Cape Girardeau & Northern Railway Company is now operating under a receiver. The directors of the Frisco Railway Company signed an agreement to take the Cape Girardeau over about two years ago, but before the deal was consummated, the Frisco was forced into the hands of receivers. The receivers repudiated the agreement made by the former officers of the company, and Louis Houck, who constructed the Cape Girardeau & Northern Railway, brought suit to compel the Frisco to carry out its original contract.

Thomas Fautelroy of St. Louis, was appointed master by the Federal Court of St. Louis to hear the case. His report, which was later sustained by the court, held that the contract entered into between the Houck road and the Frisco railroad was binding.

According to a report from St. Louis, the Frisco Railroad is planning to announce what action it will take on August 15. This is three days before the date set for the sale of the \$100,000 note. If the Frisco Railroad agrees to take over the railroad, the Tribune was informed last night, arrangements will probably be made to take up the note, thus cancelling the sale. If the Frisco Railroad decides to contest the case, the note will be sold to the highest bidder.

AUTOMOBILE BACKS INTO OFFICE BUILDING WINDOW

Car Rolls Down Broadway Hill and Shatters 850 Pane When Engine Backs.

A large automobile, owned and driven by M. W. Burdick of Dexter, backed into the plate glass window of the Cahoon Building, Broadway and Spanish, yesterday afternoon.

Mr. Burdick was attempting to drive into the Park Auto Company's garage, and in climbing the hill the engine of the machine stopped. Mr. Burdick set the brake, but not securely, then climbed out of the auto to crank the car.

He had no sooner alighted when the big machine began backing down the incline. The rear of the car was facing the building and as it rolled down the hill it plunged over the pavement and into the big window.

A display of wearing apparel, owned by the Men's Shop, was sprinkled with glass, but the garments were not damaged. The window is valued at about \$50. The rear mud fenders of the automobile were smashed, but the damage to the car was insignificant. Mr. Burdick said.

LIGHTNING KILLS BOY, 13

Soneca, Mo., Aug. 9.—Raymond Stelts, the 13-year-old son of Mr. and Mrs. W. M. Stelts of this place, was instantly killed when struck by lightning.

fronting on north line of Merriwether street.

Cape Girardeau Northern Ry. Co., by R. H. Schultz, vice president and general manager for receiver, owner of 670 feet, fronting on north line of Merriwether street.

R. H. Schultz, trustee of 550 feet, fronting on south line of Merriwether street.

BIG CLAIM AGAINST MANNSIS CONTESTED

Frank B. Nall Trying to Throw Out St. Louis Bank's \$221,847 Item.

An effort to throw out a claim of \$221,847.16 made by the National Bank of Commerce of St. Louis against the Mann Brothers Mercantile Co., of New Madrid, Mo., which now is in the bankruptcy court here, has been started by Frank B. Nall, trustee for Mann brothers.

A motion to expunge the St. Louis bank's claim in the adjudication of the mercantile company's affairs was filed with Referee in Bankruptcy Oscar A. Knehan by Morris G. Levinson of St. Louis, attorney for Nall.

The Mann Brothers concern several weeks ago involuntarily petitioned adjudication in the bankruptcy court with liabilities amounting to more than \$300,000.

One of the largest creditors of the company was the National Bank of Commerce, which held the Mann Brothers notes for the amount of their claim. The notes were signed by the Mann Brothers as individuals and by several of the Southeast Missouri capitalists.

The Bank of Commerce, it is said, received the paper from the defunct Trust Co. of St. Louis. In his petition for expunging the claim, Nall asserts that the National Bank of Commerce has no right, title or interest in the notes.

Attorney Levinson, who was in Cape Girardeau two days in connection with filing the motion to expunge, told Referee Knehan that Nall expected to contest the claim by every means within his power.

Referee Knehan yesterday notified the National Bank of Commerce that the motion had been filed and advised them that hearings will be held to take evidence on the validity of the claim. The date for the hearing has not been announced.

Mann Brothers for several years conducted a mercantile business in New Madrid and in addition invested in lumber and railway ventures which are said to have induced the bankruptcy proceedings.

AUTO TURNS TURTLE IN SCOTT COUNTY

One Man's Arm Broken, Other's Foot Crushed While Speeding Near Benton.

Four men had a narrow escape from death shortly after midnight yesterday morning, when an automobile in which they were riding turned turtle a mile west from Benton, Scott County.

Carl Shoptaugh of Oran suffered a fractured arm, Fred Clay of Chaffee sustained a crushed right foot and Albert Brady of Oran and Carl Kreissler of Chaffee were seriously bruised and lacerated.

They were driving to Benton and were running at a high rate of speed when the machine upset. A shower had fallen during the early part of the evening and the road was slippery. Shoptaugh, who was driving the car, attempted to turn a short corner while on high speed, and the machine skidded and then overturned.

The quartet were injured as the machine turned a somersault, but none of them was caught beneath the auto. The wheels of the machine were shattered, the seats were torn out and the bed was demolished. It was necessary to load the wreckage into a farm wagon today and haul it into this city.

Physicians who administered to the injured men say none of them was fatally hurt, although it is believed that Brady was internally hurt.

SWIFT & CO. RELICENSED

Illinois Corporation Gets New Charter—Missouri Fee \$1,536.

Jefferson City, Mo., Aug. 7.—Following an extension of its corporate existence for a long period of years in the State of Illinois, where its charter was originally obtained, the packing firm of Swift & Co., was today relicensed to do business in Missouri as a foreign corporation.

The process of extension of the life of the big corporation has been in progress for the past six months.

The papers filed here show that Swift & Co. have an authorized capital stock of \$75,000,000, and of this \$3,000,000 will be used in the Missouri operations of the company.

The fee paid by Swift & Co. into the State Treasury of Missouri for its new license to do business in this State was \$1,536.50.

PUBLIC SERVICE BODY WILL GET THE FRISCO CASE

Commercial Club to Insist That Poplar Bluff Train Be Continued.

McPHERSON REBUKES HILTON FOR ORDER

Kelso Urges Cape Girardeau to Fight Scheme to Raise Rates.

That the Commercial Club of Cape Girardeau must file suits with the Missouri Public Service Commission against the Frisco Railroad if adequate local train service to Blytheville and Poplar Bluff is to be restored, yesterday became apparent after President J. H. McPherson conferred by long distance telephone with A. Hilton, general passenger traffic agent for the Frisco, and I. R. Kelso, former Cape man and expert railroad attorney.

A special meeting of the club will be called for Tuesday night, McPherson announced, to take quick and determined action. The Blytheville local made its last run yesterday, its cancellation following in the wake of a similar loss in train service when the Poplar Bluff train was taken off last April.

To prosecute suits before the Public Service Commission would entail the retainer of an expert railroad attorney to look after the case and probably considerable expense to Cape business men.

The loss of but the Blytheville train entails the loss to Cape business men of approximately \$10,000 a month according to conservative estimates.

The Frisco yesterday, through Mr. Hilton, attempted to shodest responsibility to Cape business interests.

The Frisco offered to postpone the cancellation of the Blytheville train till Wednesday when Cape business men and Mr. Hilton might confer on the project in St. Louis. The proffered postponement was refused when the Frisco took the position that it could not possibly restore the train permanently.

Cape business men, through their authorized representative, President McPherson, chose rather to fight the proposition through to a finish.

In reply to President McPherson's wire to Mr. Hilton serving notice on Hilton that he believed the Frisco had broken faith with Cape business men, here is what Mr. Hilton wired Mr. McPherson yesterday morning:

"Cape Girardeau Blytheville train was established at request of Cape Girardeau and Caruthersville people when day locals were routed via short line. The routing of local trains via Caruthersville restores old conditions and makes it impossible for us to support Blytheville-Cape Girardeau service. My promise of conference was based entirely on conditions existing at that time."

"A. Hilton."

Mr. Hilton followed up his wire to Mr. McPherson by calling him by long distance telephone, when President McPherson told Mr. Hilton that the routing of day trains via Caruthersville in conformity with a recent decision of the Public Service Commission, does not alter the situation in regard to the Frisco's promise of a conference before the Blytheville train was removed.

"I made you that promise under the old circumstances when the day trains were run over the short line," Mr. Hilton said in his wire conversation. "The Caruthersville order changes the situation."

"We take the position that it does not change matters," was Mr. McPherson's rejoinder.

"If you people feel that way about it," Mr. Hilton temporized, "I'll postpone the cancellation of that train till Wednesday and you can come up to see me about it."

"That is very good, Mr. Hilton, but what we are interested in is how can we get the train restored permanently. Will conference do any good toward such a restoration of service?"

"I am sorry to say that I believe it will not," Mr. Hilton replied. He then went on to explain that the late Caruthersville order had caused the trains to miss connections and that he believed the order making the day trains go by way of Caruthersville was unjust.

"But we like to believe that there is some place else at stake in this matter besides Caruthersville, Mr. Hilton, and we want your consideration of our needs."

"We are just about to reap a harvest from Southeast Missouri when you cut us off from it by cancelling that Blytheville train. It meant money

JNO. F. LILLY MADE STURDIVANT CASHIER

Son of Institution's Incorporator Succeeds Mr. Machen—W. P. Oliver Promoted.

John F. Lilly was chosen cashier of the Sturdivant Bank to succeed Harry I. Machen at a meeting of the board of directors yesterday morning. Mr. Lilly will assume his new position early next week when Mr. Machen departs for the South to begin his work as a national bank examiner.

W. Palmer Oliver, who has been second assistant cashier, was promoted to assistant cashier, filling the vacancy caused by Mr. Lilly's promotion. The position of second assistant cashier was not filled yesterday, but Mr. Stubblefield, president of the bank, informed The Tribune that he would select a man for the place within a few days.

Mr. Lilly, the new cashier, has been connected with the Sturdivant bank for twelve years. He accepted a position there when he was 15 years old as an office boy. From this position he worked his way up to bookkeeper, then to assistant cashier, and his promotion yesterday made him the second official in the institution.

Mr. Lilly's father, Edward S. Lilly, was one of the incorporators of the Sturdivant Bank, and served as a member of the bank's first board of directors. This was in 1882, before John F. Lilly was born. The Sturdivant Bank was founded in 1866 by Robert Sturdivant and continued as a private bank until 1882, when it was reorganized and incorporated as a State bank.

W. Palmer Oliver has been with the institution for six years. He is a son of Senator R. B. Oliver, vice president of the bank. Mr. Oliver and Mr. Lilly are among the most popular younger bankers in the city. Both are members of the Elks Club and Mr. Lilly is the head of the local branch of the Knights of Columbus.

Harry I. Machen, the retiring cashier, will depart for Texas either Tuesday or Wednesday. He goes direct to Dallas, where he will join another national bank examiner, and will spend ten days familiarizing himself with the work. His headquarters will be in Little Rock, but Cape Girardeau will still remain his home.

TRAIN HITS FARMER WALKING ON TRACK

Buel Nicholas, Knocked Down By Hoxie Engine, Badly Hurt.

Buel Nicholas, 19 years old, who farms on the Rock Levee road, but lives at 525 South Middle street, was struck by the Hoxie train as it entered the city last night and seriously injured.

The locomotive hurled him from the track, tossing Nicholas a distance of thirty feet. The train was brought to a stop and the crew picked him up and brought him to the depot from which he was conveyed to the St. Francis Hospital in the Lorberg ambulance.

A physician who examined Nicholas informed The Tribune that there were no broken bones, and that he did not consider his injuries of a dangerous nature. He sustained a scalp wound on the back of the head, a severe laceration on the right arm, but the most serious injury was a cut on the right hip. The injury appeared to have been made by a blunt piece of steel which probably projected from the engine.

Nicholas was returning to his home in this city from the farm where he had been at work. When he reached the city limits, he left the Rock Levee road and followed the railroad track. He saw the Hoxie train approaching but the glare from the headlight confused him.

When he reached the depot he recovered consciousness and stated that the accident was due to his becoming confused.

to us. We haven't the time to come to St. Louis for a conference if it will have no promise of good. We have to look elsewhere for aid."

A few moments before Mr. Hilton called Mr. McPherson, the latter had telephoned Mr. Kelso in St. Louis. Mr. Kelso drew the franchises granted to the Frisco by the city and understands the railroad situation here.

He advised President McPherson that action through the Public Service Commission would be the best way of proceeding to get the Blytheville and Poplar Bluff local service restored. He promised to call upon Mr. Hilton and advise President McPherson of the outcome of the interview by letter within a few hours.